circumstances. The long term plan prepared is only a general outline of the aircraft acquisition programme of Air India. During the next three years, Air India proposes to acquire four Boeing 747-400 (passenger version) aircraft from the Boeing Commercial Aeroplane Company of USA at a total estimated cost of Rs. 2333.33 crores with a foreign exchange component of US$ 682.72 million. The passenger capacity of the Boeing 747-400 aircraft is 417 and the cargo capacity is 12 tonnes. It is proposed to retire two of the oldest B 747-200 aircraft from scheduled services.

Air India also plans to replace its three A300 B4 aircraft (each with a passenger capacity of 238) with two Airbus A310-300 aircraft (each with a passenger capacity of 206) during the period 1995-96. The financial outlay in regard to the replacement of A300-B4 aircraft cannot be quantified at this stage.

Utilisation of Foreign Loans

*405. SHRI PRAKASH YASHWANT AMBEDKAR: Will the Minister of FINANCE be pleased to state:

(a) what is the amount of loan taken by the Central Government during the years 1990-91 and 1991-92 from the international financial institutions;

(b) what was the purpose for which these loans were taken; and

(c) whether the loans were used for the purpose for which these were taken?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI RAMESHWAR THAKUR): (a) Loan Commitments from international financial institutions are finalised at the Aid-India Consortium meetings organised annually for this purpose by the World Bank. The commitments received from multilateral donors at the last three Consortium meetings are as follows:—

	(US $ million)
1990	3,827.9
1991	3,970.5
1991	4,863.3

(b) and (c) Loans are taken to supplement the requirement of domestic resources for implementing programmes for development. The loans are finalised against agreed and identified investment programmes, and are used for the required purpose.

Air India's views on open sky policy

*406. SHRIMATI VEENA VERMA: SHRI MURLIDHAR CHANDRAKANT BHANDARE:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether an India Travel Congress was held at Hyderabad, in which a strong plea for securing reciprocity in the matter of following open-sky policy was made by Air India and other representatives;

(b) if so, what was the precise case of Air India in this regard; and

(c) what was the response of other major participants in the Congress thereto?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) The Travel Agents Association of India (also known as India Travel Congress) held its 41st Annual Convention in Hyderabad from 2.10.1992 to 5.10.1992. During the deliberations, Air India emphasised the need for continuing the existing policy of reciprocity in the matter of granting traffic rights for scheduled passenger and cargo operations.

(c) Air India's views elicited a favourable response.

Clearance of feature films by the Indian Cinema Censor Board

*407. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state: